

Intimations.

Intimations.

HONGKONG JOCKEY CLUB.

RACE MEETING.

TUESDAY, WEDNESDAY, THURSDAY
AND SATURDAY (OFF-DAY),
15TH, 16TH, 17TH AND FEBRUARY.

TICKETS of ADMISSION to the GRAND
STAND and ENCLOSURE may be
obtained from Messrs. KELLY & WALSH, Ltd.,
at the Gate. Price 5s for the Meeting
(excluding the Off-Day), or 3s per day. Tickets
for the Off-Day, 2s.

No one admitted without a Ticket, to be
shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st February, 1910. [151]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND and the ENCLOSURE
during the Races, 15th, 16th, 17th and 19th inst.
A Stand and Enclosure will be reserved for
Members and Members' Wives and Families.
Tickets for which will be sent out with the
Members' Tickets on the 7th inst.

All Tickets must be produced to gain
admission.

Special accommodation will be reserved as
in recent years for Chinese Ladies and their
Female Attendants in the Stand erected on the
plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st February, 1910. [153]

HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years
will be admitted into the Enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st February, 1910. [154]

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on
application to the Undersigned on
SATURDAY, 12th, and MONDAY, 14th
instant.

No Servants will be allowed inside the
ENCLOSURE of the Race Course during the
Race day WITHOUT TICKETS, which can
be had on application to the Undersigned.
These tickets are only available for servants
while in attendance on their employers or when
on duty at the various Stands.

Any Chinese found loitering about with
Servants' passes in their possession, will forfeit
them and the holders thereof will be removed
from the Enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st February, 1910. [155]

NOTICE.

THE only Edition of the RACE BOOK
and PROGRAMMES Authorized by
the Stewards of the JOCKEY CLUB are those
printed by Messrs. NORONHA & CO.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st February, 1910. [157]

OSMAN &
CASUM,

1 & 3, D'AGUILAR STREET

JUST UNPAKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Cost Port Orders carefully
executed.

Hongkong, 6th September, 1909. [45]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 39, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., writes as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co.
15th May, 1897.

ORDERS personally attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.
BUTTERFIELD & SWIRE, LTD.

Powell's

Alexandra

Buildings

GREAT

CASH

SALE

NOW ON

ENORMOUS

REDUCTIONS

POWELL'S

ALEXANDRA

BUILDINGS

Hongkong, 5th February, 1910. [140]

CHINA'S PARLIAMENT.

The refusal of the Prince Regent to accede
to the prayer of the provincial delegates for the
earlier grant of a parliament marks a definite
stage, though a negative one, in the history of
the constitutional movement in China. That
movement, it will be remembered, dates from
the closing days of 1905, when an Imperial
commission under the Duke Tsai Tse left Pek-
ing—after an abortive start in September—to
make a study of political conditions and gov-
ernmental policies in other countries. After
the material presented to the Throne by that
commission had been reported upon, a Decree
was promulgated on September 1, 1906, an-
nouncing that, while the supreme control would
remain in the hands of the Throne, the official
system would be reformed, laws revised, finan-
ces and revenues regulated and "in a few years"
time constitutional government would be in-
augurated. This promise was reaffirmed on
February 18, 1907, when another Decree stated
that "a Constitution and Parliament will be
granted to the country"; but it was not until
August 27, 1908, that details of the proposed
scheme of constitutional government were
made known. In a Decree of that date the
general principles of the constitutional system
were set forth, together with the methods of
choosing members of parliament and the pre-
paratory measure to be taken during each of
the nine years intervening before the sum-
moning of a parliament. Earlier in the year, on
July 21, the regulations for the Provincial
Assemblies, that were to be instituted as the
first preparatory measure, had been published,
and provision was made for

THE FIRST SESSION

of these bodies within a year. On October
14, 1909, the first day of the ninth moon, these
Assemblies met and continued their de-
liberations until November 23. Before they
adjourned, there would appear to have arisen
more or less spontaneously among them a keen
desire to see a national parliament in existence
before the time stipulated by Imperial Decree,
and a scheme to give expression to the general
wish was proposed by the Chihli Assembly.
In accordance with that proposal delegates
from fifteen provinces met in Shanghai, and
after informal discussions extending over ten
days selected from their number a strong com-
mittee to proceed to Peking and to submit the
request of the Assemblies to the Throne.

The story of

THE DELEGATES' EFFORTS.
to secure support in Peking for their mis-
sion has been told from day to day in our columns.
They have shown, if these reports be correct,
admirable perseverance and marked intelli-
gence in the manner in which they have
pressed their suit. All the leading officials
have been approached, or an attempt has
been made to approach them, and no little in-
terest attaches to the views attributed individu-
ally to the prominent members of the Central
Government. Prince Ching was candidly op-
posed to the object of the mission, as he fears
that the grant of a parliament will place the
real power in China into the hands of the peo-
ple. He is supported by Prince Pu Lun and
H. E. Li Chia-chu, while Prince Su and Duke
Tsai Tse refused to have their views canvassed.
Two officials only, H. E. Tsai Tse and H. E.
Yu Lang, could be said to express approval of
the delegates' request, but they were careful
to make reservations. H. E. Na Tung and H. E.
Lai Heng-ke, on the other hand, boldly took
up their position on the fence and announced
their intention to side with the majority. In these
circumstances it is not a matter for surprise
that the Prince Regent has decided to reject
the request to expedite the grant of parlia-
mentary institutions. But the refusal finds
expression with a display of a

CERTAIN AMOUNT OF SOLICITUDE
for the delegates' feelings, incorporated in an
elaborate and carefully reasoned Decree, which
we publish in this issue. Commendation is
meted out to the delegates, but they are told
firmly that the country is not ready for a
national parliament and that the Administra-
tion sees no reason to depart from its intention
to give constitutional government by instal-
ments, according to the original plan of the
late Empress Dowager. With the Provincial
Assemblies and a Senate in existence, the
Government feels that enough progress in this
direction has been made for the present; and
it will, doubtless, find it none too easy to carry
out the second year's programme, which pro-
vides that a census of the population of China
should be taken, provincial budgets drawn up
and the new criminal code promulgated.

It has to be admitted at once that the
Government has served best its own interests
and, probably, those of China in refusing the
request of the Provincial Assemblies. An
honest attempt to face the position in China
to-day can only lead to certain definite con-
clusions. The immediate creation of a national
parliament must before long force the hands
of the Government and bring matters to a
crisis, more or less violent according to the
strength of the determination with which the
central authorities oppose the wishes of the
people. When that crisis comes, the people
on its side has nothing better to introduce
than the existing régime, for it is without lead-
ers, without organization and without any
definite scheme of government. On the other
hand, in the absence of such a crisis it has to
be admitted that there is little chance in the
lifetime of the present generation of genuine
reform, to which the total abolition of the exist-
ing official system is an indispensable pre-
liminary.

THE PRESENT RÉGIME
provides at least for the administration of the
country on certain recognized principles, al-
though these principles are bad; and the pro-
posal to substitute for some order in govern-
ment more chaos is one to which no well-
wisher of China can subscribe. We are, there-
fore, forced to the conclusion that the Govern-
ment's action in refusing to hasten the grant of
a national parliament is wise. To the provin-
cial delegates and people at large it is left,
in the event of the Government still refus-
ing to meet their reasonable demand for re-

form, to prepare and organize themselves
that they may have ready, when the psychol-
ogical moment comes, a system of government
so far superior to the present form that choice,
as between the two, can incline only one way.
It behoves the Government, on its part, if it
wishes to effect its own salvation, to anticipate
the inevitable aspirations of the people, which
have for their authority the actual promises of
the Throne. The famous Decree of September
1, 1906, proclaimed that the official system
would be reformed, laws revised and the
finances and revenues regulated. Towards the
fulfilment of these promises no practical step
calculated to satisfy any intelligent body of
men has yet been taken.—W. C. D. News.

THE "ZANZIGS"

STORY OF A REMARKABLE HOAX ON
AN EDINBURGH AUDIENCE.

A remarkable entertainment hoax is reported
from Edinburgh, where a performance at the
Albert Hall had been lavishly advertised with
"The Zanzigs" topping the bill.

As a matter of fact, "The Zanzigs," who
made a sensation at the Alhambra with a
thought-provoking turn some time ago and who
spell their name with a "Z," and will be re-
membered in Hongkong, are in America, and
on the first night of the Edinburgh show, when
the hall was packed, a telegram was read from
the stage stating that, "owing to Mr. Zanzig's
illness, his company would be unable to ap-
pear this week."

As this was the star turn, the audience were
given free passes for another night, and it was
discovered yesterday, says the *Morning Leader*,
of 7th ult., that the man who took the hall had
deceived, with the taking, leaving about a
dozen artists stranded.

Although the show was well boomed the
advertising has not been paid for.

Intimations

THE ROYAL HONGKONG GOLF CLUB.

THE ANNUAL GENERAL MEETING
of the Royal Hongkong Golf Club will
be held at the Club House, Happy Valley, TO-
MORROW, February 8th, at 5.30 P.M.

G. CLOSE,
Major, R.E.,
Hon. Secretary.
Hongkong, 7th February, 1910. [116]

FRENCH STORE.

NOTICE.

We beg to inform our numerous
customers and the public in general
that we have been appointed Agent
for the "CREME SIMON" and
all Simon's Produces for Toilet
Requisites, Perfumery, Powder,
Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910. [47]

廣豐源

KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Voux Road West.
TIMBER YARDS—Kowloon Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS

TO
H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yacal, Hardwoods, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.

Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.
Hongkong, 19th January, 1910. [117]

Benger's Food is
mixed with fresh
new milk when
used, is dainty
and delicious,
highly nutritive,
and most easily
digested. Infants
thrive on it, and
delicate or aged
persons enjoy it.

Benger's Food is sold in this, by all
Chemists, etc., everywhere.

BENGER'S
FOOD

Public Companies

HONGKONG ROPE MANUFACTURING
COMPANY, LIMITED.

THE 26th ORDINARY ANNUAL MEET-
ING of SHAREHOLDERS in the above
Company will be held at the COMPANY'S
OFFICE, St. George's Building, No. 6 Con-
naught Road, Victoria, on SATURDAY, 12th
February, 1910, at Noon, for the purpose of
receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1909, and electing a
Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from MONDAY, the 7th
February, to SATURDAY, the 12th February,
1910, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 1st February, 1910. [151]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING of the
SHAREHOLDERS in this Corporation
will be held at the City Hall, Hongkong, on
SATURDAY, the 12th day of February, 1910,
at Noon, for the purpose of receiving the Report
of the Court of Directors together with a State-
ment of Accounts to 31st December, 1909.

The REGISTER of SHARES of the Cor-
poration will be CLOSED from MONDAY,
the 7th February, to SATURDAY, the 12th
February, 1910 (both days inclusive), during
which period no transfer of Shares can be
registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1910. [140]

Notice of Firm.

CHARGEURS REUNIS.

By Mutual Agreement between the Com-
pagnie des Messageries Maritimes and the
Compagnie des Chargeurs Réunis, the
HONGKONG AGENCY of the CHARGEURS
REUNIS will, from the 1st January, 1910, be
transferred to Messrs. P. A. LAPICQUE &
CO. (Queen's Building, No. 4).

CHARGEURS REUNIS,
P. A. LAPICQUE & Co.,
Agents.

MESSAGERIES MARITIMES,
P. THOMAS,
Agent.
Hongkong, 29th December, 1909. [876]

Intimations

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head
Quarter Offices, Victoria Barracks, until
12 noon on 21st February, 1910, for the under-
mentioned SUPPLIES and SERVICES for the
period of 12 months commencing from 1st
April, 1910:—

1. Meat.
2. Hospital Supplies and Medical Comforts.
3. General Supplies and Provisions.
4. Oil, Wick and Barrack Supplies.
5. Coal, Coke, Wood, &c.
6. Barrack services and Scavenging.
7. Washing.
8. Forge.
9. Transport Services (Supply of Launches,
Junks, Coolies, &c.).

Forms and other particulars can be obtained
on application to this Office personally between
the hours of 10 A.M. and 4 P.M., or by letter
addressed to the Officer Commanding Army
Service Corps.

The Tenders must be properly filled up,
signed and dated, and no Tender will be
noticed unless made out on the proper form
and delivered at the Head Quarter Offices by
noon on the above date, in a closed envelope
marked "Tender" on the outside.

The right to reject any or all tenders is re-
served.

HEAD QUARTER OFFICE,
Victoria Barracks,
Hongkong.
Hongkong, 1st February, 1910. [158]

YEE SING,

No. 4, D'AGUILAR STREET.

MANUFACTURE WHOLESALE AND
RETAIL DEALERS

In all kinds of hand-made
DRAWN and EMBROIDERY CHINESE
LINE GRASS CLOTH, PEWTER
WARE, &c.,
all of the best quality.
—Hongkong, 17th December, 1909. [44]

Dentistry

Dr. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [13]

TSIN TING.

ATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 29th Jan., 1910. [14]

Consignees.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"JAVA."

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 7th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representatives at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 1st February, 1910. [14]

S.S. "ARMAND BEHIO"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c.
via Antwerp, and from Havre &c. via
Cordouan, in connection with above Steamers
are hereby informed that their Goods,
Opium, Treasure and Valuables are being
landed and stored at their risk into the
hazardous and extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd. at Kowloon where delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remained unclaimed after
the 8th February, 1910, at Noon, will be subject to
rent and landing charges.

All claims must be sent in to me on or
before the 8th February, 1910, or they will not
be recognised.

All damaged packages will be examined on
the 8th February, 1910, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,

Agent.

Hongkong, 1st February, 1910. [10]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Malwa*.

From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared by the 11th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 5th February, 1910. [14]

For Sale.

FOR SALE

AT

GRACA & CO.

27, DES VOUX ROAD.

ASIATIC POSTAGE STAMPS

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL,

AND

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY
and
KOWLOON DISPENSARY.
Hongkong, 2nd February, 1910. [28]

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$35 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged at for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 7, 1910.

OPIUM SUPPRESSION.

ANOTHER IMPERIAL DECREE.

The N. C. Daily News publishes the following translation of an Imperial decree dated Peking, 20th January:—

With reference to the Regulations for opium prohibition, drawn up by the Ministry of the Interior in conjunction with the Law Revision Commissioners and presented by the Commission for Constitutional Reforms, it is to be observed that opium suppression is essentially an important matter to strengthen the Empire, and that Decrees had been issued in the previous reign commanding that opium should be strictly prohibited. Regulations of prohibition have, at different times, been issued for general guidance and this year warnings have been repeated, so that instructions and preventive measures in the matter may be said to have been exhaustive.

Many provinces have now reported the entire suppression of opium plantation and in different parts the number of people breaking off this habit is gradually increasing. It is necessary at once and definitely to decide on a plan of punishment and warning in order that this poisonous habit may be eradicated permanently. On perusal of the Regulations proposed

for opium suppression, they are found fairly complete and minute in respect of penalties and fines, and these Regulations should be promulgated and enforced both in and out of the capital.

The Viceroy and Governors in the provinces where opium plantation has not been entirely forbidden are commanded to order and superintend the local officials in taking steps to reduce the term of years in which poppy plantation should be prohibited with a view to eradicating the evil as soon as possible. In the provinces where entire suppression has taken place, they should at all times investigate the conditions and any recrudescence of the evil should be regarded as a violation of the laws of the Government, and action must be taken according to the Regulations for the punishment of the offences. All the Regulations proposed by different Government offices in the capital and the variations in the length of terms of prohibition proposed by the provinces which have been sanctioned by the Throne, should become established Regulations, and any violation of them should be punished accordingly.

Should any high official in or out of Peking, who has control over local officials, dare to relax his efforts in this matter or secretly to offend against the Regulations he will also be punished. It is sincerely hoped that this chronic curse will be gradually eradicated and that the people will daily strengthen and flourish hereafter.

NEWSPAPER COMMENTS.

Commenting on the above, our Shanghai contemporary writes:—

In the formidable list of Imperial Edicts which we publish to-day the one dealing with the suppression of poppy plantation may attract special attention not unminged with surprise. The edict announces that several provinces have reported entire suppression of opium-growing. In others, however, this desirable end has not quite been gained; and the Viceroy and Governors of the backward provinces are accordingly commanded to take steps to shorten the time within which the poppy shall cease to be grown. In the other provinces officials are warned to guard against recrudescence of the evil, and new penalties are held over the heads of all, high and low alike, who violate the law. The importance of the edict lies rather in what it implies than in what it says. It was never supposed that all provinces had been equally successful in eradicating opium; that indeed would have been too much to expect. But so many and stringent regulations have already been issued, that the new edict would appear to be needless on any supposition but that the campaign is less advanced than the outside world has been led to suppose. It will be remembered that, after the year, the Indian Government will have to decide whether or no it is justified, by the progress made by China herself, in continuing the annual reduction of the export of opium to China. Not improbably the realization of this fact has led the Chinese Government to bestir itself; but the inference that fresh energy was needed is encouraging. According to one telegram from Peking, unpleasant surprises await the British Colonial officials on the tour through China. This statement in one respect appears to anticipate events in that the idea of an inspection of the provinces by Colonial, or rather, Indian officials has not, we believe, gone farther than the suggestion put forward by Mr. Max Müller. But in view of the new edict, it is the more urgent that that suggestion should be realized. We are not thinking of the Indian Government which is perfectly capable of taking care of itself. But for the sake of the Chinese themselves it is of the utmost importance that the extent of opium suppression should be accurately known; and in the regrettable impossibility of being able to depend on provincial statistics, an inspection by unbiased observers is the only remedy. If indeed the campaign be shown to have gone less deeply than we have been led to suppose, China will assuredly lose no sympathy. The undertaking before her is so vast that some disappointments are well-nigh inevitable. But if that undertaking is to be pushed to completion, it is indispensable that she should know precisely how she stands.

LOCAL AND GENERAL.

PRINCE de Béarn et de Chalais from Peking, is on a visit to Monsieur Leduc at the Consulate de France, at Fochow.

Mr. and Mrs. Woodley left Foochow on 29th ult. for Formosa via Amoy after a few months' stay. Their departure is much regretted by the whole community.

An Indian watchman employed at Kowloon was fined \$5 at the Magistracy this morning for sleeping on duty. The lazy one was found enjoying a quiet snooze in a motor-boats.

It is reported that Japan has decided to sell to the Chinese authorities 30,000 Russian rifles, together with a quantity of cartridges, which have remained stored in Dalny since the late war.

An electric generating station recently built at Chang-chun for the lighting of the city has been destroyed by fire. The lighting of the city by electricity will thus be postponed, it is feared, for a considerable period.

Mr. G. S. Sandford, the popular agent of the Chartered Bank in Fochow, is under instructions to leave for Hongkong, and will be succeeded by Mr. Beatty. Mr. Sandford will be missed by his many friends. —Fochow Echo.

HIGH rents and scarcity of houses have led to the formation of a building society at Batavia. It proposes to build about 600 dwellings at rentals of from 90 to 150 guilders a month, in the principal districts of the town. The dwellings will be up to date, both in comfort and convenience. In the meantime, the Chinese and Arabs who own most of the house property there are making enormous profits. The building society has already started work.

Slave Traffic in
Hongkong.ILLICIT RECRUITING OF BOY
LABOUR.

NEFARIOUS SCHEME FRUSTRATED BY A
SCHOOL GIRL.

Persistent rumours on Thursday and Friday last of an infamous scheme which had for its object the illicit recruiting of a number of school boys in Hongkong for employment in Honolulu, led us to pursue a diligent and searching inquiry into the truth of the report with a view of laying bare some of the least objectionable features of the slave traffic of an infamous and happily by-gone age.

The natural reluctance of the authorities whom we approached during the earlier stages of our inquiry baffled our efforts to expose a design as carefully planned as it was innocently given away by the guileless simplicity of a school girl of tender years. It would appear that, when we stated in our issue of Saturday, that there was no truth in the report that an attempt had been made to get a number of school boys away as illicit emigrants, we were led into an error which, in the circumstances, was justified by the desire to get the perpetrators of the scheme into the meshes of the law.

Affirmative reports having reached us that there was a good deal more in the rumour than meets the eye, urged us to the prosecution of fresh inquiries whereby we have been placed in possession of detailed facts. These facts which we now place before our readers would go to show that the curtain has only just been raised over the first act of what may ultimately transpire as a well-woven plot, that goes to confirm the saying that truth is stranger than fiction.

A BOY'S NARRATIVE.

The uncoloured and coherent narration gathered by a representative of the Hongkong Telegraph from one of the dramatic persons—a youth of fifteen years of age—is the best account that can be presented of the story without any attempt at effective colouring. "It was one afternoon last week," said the boy, "in a cinematograph hall that I was met by—, who is otherwise known by his Filipino sobriquet—; he is a man who looks like thirty odd years of age. He knew me and approached me with the question whether I would care to proceed to Honolulu and there earn my living as a clerk. At that moment an American-Spanish mestizo (name given) interrupted his companion and said that if I would go I would be given a salary of £3 for a month. After some further conversation I was conducted by the first speaker to a boarding house for Chinese emigrants in Compaught Road West. I don't know the number of the house. There I was offered food and a bed, but I would not accept either. I was then told by my conductor that my real employer was an American (also named) who was residing in a leading hotel in Hongkong. I was offered a khaki suit and a shirt and promised a sum of ten dollars which would be paid to me on board the steamer Tenyo Maru by which we were to proceed to our destination. I was also induced to assume the Filipino name of Antonio Gonzalez and to represent my age as being eighteen or nineteen instead of only fifteen which is my real age. Along with me, several others, some thirteen and fourteen boys, were going with this man. In the end we were prevented from sailing by the Tenyo Maru on Friday through our parents coming to know of our would-be adventure, so that two of the younger boys who had actually been concealed on board the Japanese steamer were hunted out by their uncle and father. I have since, in company with the last two gentlemen named, and a European and a Chinese detective proceeded to the boarding house whither I had been taken by the coloured man who accosted me at the cinematograph."

There ended our young narrator's story which is a plain statement of facts and which we have been enabled to supplement from information gathered from other sources.

HOW THE ABDUCTION STORY LEAKED OUT.

One of the companions of our youthful informant, who had also been inveigled into the acceptance of the recruiter's terms, failing in his courage to abide by the illicit contract, and meeting his friend's younger sister on her way home from school, informed her of her fate where her brother had gone.

Upon her replying that she did not, he professed the statement that she would not see him for some time more as he had gone as a sailor on board a Japanese steamer. Alarmed, the little girl hastened home to impart the information to the unsuspecting mother. Once apprised of the unwelcome news, the anxious lady sent for an elder son by whom diligent search was promptly and successfully made with the result that the boy was traced home and unravelled the whole tale, whose more slient features we have chronicled above. It was from the returned would-be adventurer that the names of his other companions were learnt, and subsequently communicated to their parents.

HIDDEN IN THE ENGINE-ROOM.

The story of how one father accompanied by the uncle of a boy proceeded to the Pacific harbour and there pursued his search after the sheep who had strayed beyond the fold makes romantic reading. The officers of the ship naturally could not be cognisant of all the goings-on on a big freighter on the busy morning of her departure. But one Japanese sailor, who had casually seen some boys led past the stowage into the lower deck, volunteered to conduct the strangers in search of their quest. Right below and in an obscure corner of what is described as the engine-room, so the story relates, the two boys were located and subsequently dragged out of their hiding-place. There were twelve other boys also on board.

While the latter scene was being enacted on board the steamer, it is related that another lady was hurrying on to a certain school in pursuit of her son lest he also might be decoyed to emigrate, as the little maid's name was associated with those of the victims of the labour traffickers.

A LIKELY THEORY.

The clerical officers at Honolulu to the youthful dupes could be nothing short of awful baits held out by the recruiters with which they so easily trapped their unwary prey. The theory is advanced that the boys were in reality wanted for the prosperous sugar plantations in Honolulu and as the American Exclusion Laws prohibited the entrance of Asiatic labourers into the territory, an illicit labour agency was set up in Hongkong through whose medium labour of a description not proscribed by the laws of the State would be procured and imported into the country destined for the prolific cane fields of the island. Whether the labour as might be represented by the batch to easily roped in by the silver-tongued confederate of the emigrant trafficker was the most suitable did not at all enter into the head of the unscrupulous broker whose one thought was upon the sum total of the dollars represented by the aggregate of the value he would secure at so much per head of the immigrants landed at Honolulu.

Now that the matter is in the hands of the authorities, it is to be trusted that for the fair name of the Colony the whole mystery would be sifted to the very bottom and so prevent Hongkong from being made the centre of a traffic which (if tolerated) may earn for it the unenviable stigma of the focus of the revived notorious slave trade in a modified form.

THE KOWLOON LAND AND
BUILDING CO., LD.

ANNUAL MEETING.

The twenty-first ordinary meeting of shareholders in the Kowloon Land and Building Co., Ltd., was held at the company's office, Victoria Buildings, at noon to-day, for the purpose of receiving the report of the directors, together with statement of accounts for the year ending 31st December, 1909. Mr. T. F. Hough, chairman of directors, presided. Others present were:—Messrs. A. Rodger, J. M. E. Machado (directors), A. Shelton Hooper (secretary), T. I. Rose, J. Rodger, Mowbray Northcote, and E. B. Shepherd.

The Secretary read the notice of the meeting. The Chairman said:—Gentlemen, "We will with your permission adopt the usual course and take the report and accounts as read. At our last annual meeting I informed you that the previous year's working showed a reduction in our returns on account of the number of vacant houses, but I held out the hope that during 1909, with the increased demand for our houses, we might reasonably expect to earn sufficient to enable us to revert to the payment of an increased dividend, and I am pleased to inform you that such is the case, for our net profits for the year under review amount to \$15,819.25 as against \$9,828.90 for the former year, thus enabling us to pay a dividend of \$3.50 per share at \$1.50. This, I feel sure, you will deem satisfactory. If any shareholder wishes for any further information, I shall be pleased to supply it.

There being no questions, The Chairman moved the adoption of the report and accounts.

Mr. T. I. Rose seconded.

Carried nem. con.

Mr. Mowbray Northcote moved the confirmation of the appointment of Mr. J. Rodger in place of Mr. A. Rodger, and the re-appointment of Mr. A. Rodger, on the resignation of Mr. J. Rodger, to the directorate.

Mr. Shepherd seconded.

The motion was agreed to.

On the motion of Mr. J. Rodger, seconded by Mr. T. I. Rose, Messrs. T. F. Hough and J. M. E. Machado were re-elected directors. Mr. M. Northcote moved, and Mr. J. Rodger seconded, that Mr. J. Cox-Edwards be re-elected auditor for the ensuing year.

Carried unanimously.

The Chairman—Dividend warrants will be ready to-morrow morning, gentlemen. Thank you for your attendance.

This concluded the business of the meeting.

CANTON DAY BY DAY.

SUNNING RAILWAY.

[From Our Own Correspondent.]

Canton, 5th February.
The total amount collected in fares, etc. during the 30 days of the 11th moon was \$19,150.33, being over a thousand dollars a day on an average. This amount was almost entirely contributed by the passenger traffic, only a small portion of it being derived from the carriage of goods. The shareholders of this Company are greatly satisfied with the increased earnings realised at present; but the railway is still considered as not being developed to its full earning capacity. Work is now in progress for the extension of the line from Kung Yick Fui to the city of Sun Wui in the district of that name and it is anticipated the result of the extension will doubtless contribute very largely to the company's prosperity.

AMERICAN CONSULATE.

The American Consul-General at Canton, the Honourable Leo Borghis, left here on the 4th instant on leave, and during his absence, Mr. Myrl S. Myers, Vice-Consul-General, will be in charge of the American Consulate.

SWEDISH MINISTER.

The Minister to Sweden, Mr. G. O. Wallenberg, who arrived here on the 2nd instant on a visit to Canton, left for Hongkong on the 3rd instant.

On the 1st inst. at four o'clock Ong Cheng was arrested at the passenger and baggage division at the custom house, at Mailla, for trying to smuggle in his personal baggage a quantity of silver ornaments and eight kilos of opium.

Four Chinese, including a woman, were this morning charged with having counterfeit coins in their possession. The counterfeit tokens were discovered in the bed of one of the defendants, who was fined \$400, while the woman, who, by the way, is the former's mother, had to pay \$160. The rest were discharged.

THE MOOSA CASE.

FULL COURT'S DECISION RESERVED.

Before a Full Court, consisting of the Hon. Mr. W. Ross-Davies, K.C., Acting Chief Justice, and Mr. Justice Gompertz, Puisne Judge, the hearing was resumed regarding the points of law raised by Mr. Eldon Potter in the case in which Moosa Ebrahim was found guilty on one count under the Bankruptcy Ordinance. Hon. Mr. F. A. Hazland, Acting Attorney-General, assisted by Mr. M. W. Slade, instructed by Mr. F. B. L. Bowley, Crown Solicitor, prosecuted and Mr. Eldon Potter, instructed by Mr. C. E. B. Beavis, of Messrs. Wilkinson and Grist, appeared for the defendant.

The Attorney-General stated that he would first address their Lordships on the first point raised by the defence. The question with regard to the first point was: What was the construction to be placed on the words "Moosa Ebrahim and Company" which appeared on the body of the Receiving Order? By Section 6 of the Ordinance, there was statutory permission to insert into the Receiving Order the name of a firm. The statutory permission also occurred in other Ordinances. The question was: What is the scope and reason for this sort of legislation—what do the legislature intend should be the construction to be placed either on a Receiving Order, firm name of any other civil procedure? He quoted Lord Justice Lindley, who said that a firm name was merely a convenient method of naming the partners of a firm, when an action accrued. The name of a firm was only a convenient expression embracing all the members of a firm. Therefore the name of Moosa Ebrahim and Company was, in the words of Lord Justice Lindley, merely a convenient method of representing those who constituted the body of the firm—namely, Moosa Ebrahim and Ebrahim Elias. He submitted that each of the partners was liable to proceedings. The property of the firm was the property of the partners. He also mentioned the fact that the petition presented by the defendant was a debtor's petition, namely, a petition by the defendant against his father.

The Puisne Judge—How does this really affect the question?

The Attorney-General—it affects it in this way—that the names of the partners are ascertained.

Counsel then proceeded to deal with the next point—the rule on the construction of the penal statute. He submitted that the words were not comprehensive enough. The fundamental rule with regard to the construction of a penal statute was the will of the legislature—what did the legislature intend? His friend's contention practically amounted to this—that because defendant did business in a firm in partnership with another, the legislature intended him to go scot-free.

Mr. Potter—My Lords, I did not say that the legislature had intended the defendant to go scot-free. I merely said that the machinery provided by the law was insufficient.

The Attorney-General—it practically amounts to that. Of course, if your Lordships are against me with regard to the grammatical construction to be placed on the words, then nothing more need be said. I think what my friend is trying to do is to reduce the whole matter to an absurdity.

With regard to the point dealing with the partnership question, Mr. Slade said that their Lordships would have noted that the Bankruptcy Ordinance of 1883 contained no penal sections whatsoever. It simply applied the penal sections of the Debtors Act to cases not included in the Debtors Act. Proceeding; Counsel stated that in the Colony's Bankruptcy Act, the draughtsman, i.e., the Attorney-General, bodily incorporated all the provisions of the Debtors Act. The question for the Court to consider was: What is the meaning of the phrase "Any person against whom a Receiving Order has been made," as used in the Bankruptcy Ordinance. The phrase occurred many times in the Ordinance and he would show their Lordships that the construction his friend wished to place on the words would lead to the utmost absurdity and confusion in all stages of Bankruptcy proceedings. His friend said that there was a vital difference between the Home Act and that pertaining to the Colony. He would show that the phrase "Any person against whom a Receiving Order has been made" meant on the face of it the person against whom a Receiving Order had been made. As a matter of strict grammatical construction, the phrase "Any person against whom a Receiving Order has been made" was absurd. A Receiving Order could not be made against a person. It was made against his property. That was clearly to be seen by turning to section 4 of the Ordinance, which showed what the purpose of a Receiving Order was. That section (Section 4) along with another section, showed exactly what the object and scope of a Receiving Order was. The object of a Receiving Order was the protection of an estate. A Receiving Order merely affected the property of a debtor. He submitted that taking the Ordinance as a whole, there could be no question that the section containing the phrase "Any person against whom a Receiving Order has been made" included the partners of a firm when that firm appeared under a firm name. The question was at the time left to the jury. The Puisne Judge had specifically told the jury that they could convict only if they considered that the transaction with regard to defendant's property had been a mere blind. Somebody had described it as hocu-pocou. It might have been himself or it may have been his friend. By their verdict, the jury found that there had been no transfer. The pretended transaction was no transaction at all. They were merely devices for the concealment of defendant's property. It was quite clear that because a paper transfer was put through, there could well have been no real transfer of the property, in spite of a paper transfer having been made. That proposition he put forward as a self-evident proposition. After having quoted a case, Counsel proceeded to say that the question was put to the jury, and rightly so, by the Puisne Judge whether they considered that there had

been a real transfer of the property to defendant's infant son, merely a paper transfer and the jury found that there had been no transfer. With regard to the last point, Counsel said he could not see how it could be possible to revoke the usual practice of that Court accepting in criminal cases a majority of five to two. As a parallel instance, Counsel referred their Lordships to the Companies Act and submitted that the practice of the Court ever since the Jury Ordinance was passed to accept a majority of five to two was never thought to be wrong and he asked that the practice be adjudged right in that case.

Mr. Potter submitted that it was true that the question of partnership was left to the jury, but that should not have been so. The matter should not have gone to the jury, inasmuch as they had it from the lips of the Crown witness (Allana) that there had been an assignment. And because they had it from the Crown witness that there had been an assignment, the question should not have been left to the jury whether that assignment was fraudulent or otherwise. They had seen on Saturday that the defendant had totally divested himself of his property and in any case it was clear that the defendant could never have re-obtained the property.

The assignment was made and they must assume that it was made in the proper way. The Court must simply accept the statement of the witness that there had been an assignment. The jury convicted the defendant because they thought that the assignment was fraudulent. He submitted that that was not open to the jury and quoted a case in support of his contention. A faint-hearted suggestion had been made by the other side that his (Mr. Potter's) construction of the words "Any person against whom a Receiving Order has been made" reduced the Bankruptcy Ordinance to an absurdity. The effect of a Receiving Order was that the goods belonging to a bankrupt were attached in a certain way and set aside for the benefit of his creditors. Their Lordships were bound by the construction of a certain Section with regard to the word "person" and he was entitled to their decision setting aside defendant's conviction on the ground that they could not strain the construction and obviously they must strain the construction if they were to bring the defendant within the meaning of the Act. Their Lordships reserved their decision, bail being allowed as before.

MANILA CATTLE TRADE.

RINDERPEST FROM CHINA COAST.

"In addition to the fact that cattle from China bring rinderpest into the Philippines, they form a dangerous menace to the horse industry of the islands from the fact that they are the host for surra which has taken off so many animals in the islands within the past few years," said a well known horse-dealer, according to the Manila Times.

It is well known that there are sporadic outbreaks of this dread horse disease in and around Manila, especially in the sections where cattle imported from the China coast are pastured or quartered, and the outbreak of surra at the Alabang stock farm which carried off many animals was attributed to the cattle brought from China which were used for seum culture, and which were the host for the trypanosoma, or surra parasite. According to a local informant the only thing that keeps up rinderpest in the islands and causes the outbreaks in distant provinces from time to time is the importation of cattle from China.

In speaking of this matter he said: "Rinderpest undoubtedly comes from the cattle imported from China, but we need the animals for work purposes, and as long as they are brought into the country we shall buy them. We send them to the provinces and get about eight months' work out of them anyway before they succumb to the disease, and so get our money back."

CONSUL FUNATSU and the Committee of the Nippon Club have issued invitations for Saturday, the 12th of February, 1910, at 9.30 o'clock p.m. to meet His Excellency Vice-Admiral Baron Kaimura, at the City Hall.

Dr. J. M. Atkinson, principal civil medical officer, and Dr. F. W. Clark, medical officer of health, have been selected to represent Hongkong at the meeting of the Far Eastern Association of Tropical Medicine to be held in Manila next month.

A SPECIAL meeting of the Sanitary Board will be held 3.45 p.m. to-morrow, for the purpose of considering a report from the Colonial Veterinary Surgeon re an outbreak of rinderpest at No. 6 shed of the Dairy Farm Company's premises at Sassoon's Villa, Pokfulam Road.

A LARGE shipment of cement came to Mailla this morning, reports the local Times of 2nd inst., by the freighter Markids from Haiphong. The cargo is consigned to Smith, Bell and Company and after discharging here the vessel will load a cargo of coal at Batan for Hongkong.

A SOMEWHAT extraordinary request was made at the Magistracy this morning. A man appeared before one of the local Magistrates, who, after hearing the evidence, requested the Sergeant in charge of the case to produce a party who could swear to defendant's good character. The case was remanded, pending the appearance of the party in question.

TWELVE months' hard labour, four hours' stocks and twelve strokes were awarded two Chinese at the Magistracy this morning, for street-smuggling. One of the men was bold enough to snatch a reticule which Mrs. Fuller was carrying, which, however, did not remain long in his possession. These exemplary sentences should produce wholesome effects on the unscrupulous gang.

CHINA ASSOCIATION.

ANNUAL MEETING.

The annual meeting of the Hongkong branch of the China Association was held in the City Hall this afternoon. The Hon. Mr. Murray Stewart (chairman of the Committee) presided and there were present:—The Hon. Mr. W. J. Gresson, Messrs. D. R. Law, H. E. Tomkins, E. G. Barrett, J. W. C. Bonnar, W. G. Humphreys, N. J. Stabb, A. S. D. Cousland (hon. secretary), T. F. Hough, W. H. Wickham, A. Forbes and D. K. Moss.

The Chairman said: "The notice convening this meeting may, I presume, be taken as read; and all the report which it is our first business to consider. No doubt you have perused it. Possibly the idea has occurred to some that your committee seem to have been strangely complacent, during the year, about the course of events in China. Membership of this Association implies an interest in these, and anyone thus interested, looking back over the period which the report covers, must recall many events of importance in Chinese affairs, both internal and external, to which it might have been expected that reference would be made. As far as the internal affairs of China are concerned the most important event was, of course, the opening of the Provincial Assemblies—the first step in a promised series of reforms, which, if carried out, will have the effect of revolutionising government in China, in eight years—the present paternal plan being replaced by a parliamentary régime, derived from Germany via Japan. This is the first practical result of the numerous Commissions which have been sent abroad, of late years, to study methods of government in countries which are calling themselves free. We are all, I am sure, sympathetic observers of the efforts being made by enlightened and patriotic Chinese to rid the country of an antiquated system which Western opinion has long been loud in condemning, and some word to that effect, it may be thought, should have signalled our realisation of the importance of this first step taken. But many acute observers have their doubts about the wisdom at the present time of the scheme outlined in the Imperial Edict of October 13th. Writing upon the subject, three weeks ago, the Peking correspondent of *The Times* endorsed the opinion of Prince Ito—whose tragic death we must all have deplored—that "China's scheme of Constitutional Government was premature and, under existing conditions, dangerous," and impressed upon his readers "the seriousness of the problems which await in the near future a nation unfitted by its lack of education for so vast a change, led by a government which, while professing liberal principles, gives no sign of any sincere intention or genuine ability to introduce the fiscal and administrative reforms upon which the peaceful accomplishment of that change depends." You will have noticed that many of the new Assemblies all once took up an attitude of opposition towards various proposals put forward by the Central Government, and passed resolutions denouncing the stamp duty, the opium monopoly, and foreign loans for railway construction—the Hupé Assembly venturing vigorously the idea of any such loan being granted for the purpose of building the northern section of the Hankow-Canton line. It is questionable whether the popular feeling thus energetically expressed will consent for long to remain powerless, in terms of the Edict referred to, which stated that "the functions of government rest entirely with the officials," and that the Assemblies were called mainly for "consultative purposes." According to *The Times*, correspondent the ruling classes have no intention of giving up their lucrative powers. He foretells a violent collision between the forces of conservatism and the forces of progress and predicts as "a approaching storm." He had previously commented upon the unwisdom of maintaining the disparity between Manchus and Chinese, in official appointments, and prophesied trouble from this cause alone if the old time policy is pursued. The new Empress Dowager is said to use her influence in support of it, upon which the opinion was given that "repeated interference in State affairs of the Court, wholly ignorant and wholly unfitted to guide wisely, is one of the chief difficulties which confronts China in her efforts toward reformation." The letter from which that quotation is made—you will find it in *The Times* of October 11th—continued also this somewhat arresting announcement: "Never has the Central Government been so badly in need of strong cheering. Never has the Central Government been so pusillanimous in dealing with provincial insubordination." In addition to these pessimistic utterances a number of articles have appeared in *The Times*—written by its Shanghai correspondent—representing China's finances as being in an unsatisfactory state. This is probably the first time that reflection has been cast upon China's credit. And not only have the internal affairs of China been thus depicted as unsatisfactory, but a good deal has been said as to the decline of British prestige. Pessimism on this point found vent over the treatment by the Chinese authorities of the agreement on the strength of which this Colony cheerfully acquiesced in the loan to the Wuchang-Viceroys, to enable him to buy out the original American concessionaire of the Canton-Hankow Railway. The Colony's unofficial representatives had no voice in the business. It was all arranged officially. The Hongkong public trusted that it had been arranged satisfactorily. We know that the nominal security was "no opium revenue of the three Provinces concerned. We did not then see the humor of that. We had not been called upon, almost on pain of outlawry, to believe in China's ability and determination to promptly destroy the particular source of revenue. However, there was no need—nor is there—to worry about the security. We all approved. We thought the loan secured for British enterprise the revision of the Anglo-Chinese Agreement. We understood that an

agreement to that effect had been made between the Wuchang-Viceroys and the Consul-General at Hankow. We took it on trust that the terms were satisfactory. The document was jealously guarded. We assumed that it was worth something. It was reasonable to assume this even if the precise terms were unsatisfactory. It was natural to expect that the British Government would hold China to the spirit of that agreement. The discovery that they had failed to do this was, to say the least of it, highly disconcerting. A tardy protest was, we know, entered by the Legation. Meantime the British capitalists concerned had accommodated themselves to the changed conditions. For that they have been blamed, mistakenly I think. As the British Authorities did not protest instantly, what reason was there to suppose that they ever would? If a man delivers you a blow in the face and you walk away passively to wonder what you are going to do, he will not imagine that you are in a fighting mood. In any case it was an unfortunate fiasco, and as far as this Colony was concerned it rendered ridiculous our original jubilation over what seemed at the time to be an astute diplomatic stroke; and once more we had to mourn the unwisdom of trusting to the problematic gratitude of high Chinese officials. If Chang Chih-tung was merely carrying out the settled policy of China, which originated when she was a small and struggling Kingdom on the banks of the Yellow River, 3,000 odd years ago—the policy of playing off one barbarian against another—he succeeded admirably, as the present deadlock shows. In the report the hope is expressed that it may soon be removed. We can't help hoping, being human, but the spirit of resistance displayed by the resolutions of the Provincial Assemblies, already referred to, affords small grounds for that hope at present. But if any new railway loans are contracted under the present scheme of international co-operation better terms should be insisted upon than those of the last. The last loan for the Tientsin-Pukou Railway was granted upon terms which took for granted that the Chinese officials would administer the funds dishonestly. What has been the result? Two Chinese managers have been dismissed for administering the funds dishonestly and a letter from a friend in the North informs me "that revised estimates have been submitted to the House which bring the cost of this line up to nine millions sterling, or twice the initial cost of the parallel Lohan Railway." The necessity for a return in something like "Kowloon-Canton" terms is apparent. While on the subject of honest administration of railway funds it is impossible to forget the melancholy incident which occurred recently when the integrity of a man—at least bearing an English name—and in any case a compatriot—failed under the temptations of his position—a man who, breaking his trust, has shamed us all. This more recent "blow" makes it unfortunately necessary not only to insist on effective checks upon the peculating proclivities of under-paid Chinese officials, but also upon the proper payment and careful selection of men to fill positions of trust under the British Government. (Applause.) Such men should be *besithis*. The Foreign Office should make it a condition of support. Mistakes such as these create unfortunate impressions. A brilliant and usually well-informed commentator writes in the December *Fortnightly*: "It is agreed that the relative influence and prestige of this country never were lower in the Middle Kingdom than they are to-day." That's another somewhat arresting announcement. Now, inasmuch as it is one of the functions of this Association to express the views of the British mercantile community on all matters affecting its interests, it may seem to you that its statements like these, put prominently forward, are, in our opinion untrue, it is equally our duty to employ the machinery of the Association in controverting them. We have done neither. And the fact has been commented on. The more active-minded of those members who take the pessimistic view of China's prospects, and of British prestige, accuse those who conduct the affairs of the Association of joining in a conspiracy of silence. They say that the order of the day is not to embarrass the Government, the idea being—it is not a new one—that more is to be got of the Foreign Office by maintaining friendly relations. I hope it is not the case that the Home Branch is reverting to tactics the efficacy of which has been proved by past experience. Certainly it is not the case that the comparative inactivity of this Committee has been due to any desire to placate anybody. The explanation is not so far to seek. The first paragraph of the report suggests the reason why so little has been done during the past year. It indicates that your Committee has proceeded upon the principle that it is proper for this Branch to confine its representations, in the main, to matters originating in South China, that was not the view held by those who started this Branch of the Association. It was not the view held by this Committee when I joined it ten years ago. Then we not only regarded China as our province, but Japan also. We were prepared to make representations about anything occurring anywhere in the whole wide Far East. Since then though we have never voluntarily and deliberately adopted any self-imposed restrictions upon our activities, there has been a gradual settling down into the view indicated. Several circumstances have conspired to bring this about, notably the development of the Trans-Siberian Railway, and the consequent change in the positions of Peking and Hongkong relatively to London. Hongkong for purposes of travel and correspondence used to be the nearest place to London on the China coast. Now it is the furthest away and Peking is the nearest. Correspondence regarding events happening to the north of this is materially discouraged by the reflection that the information contained in it is possibly penned by a man who has been reconnoitered ten days before its arrival, by some homeward-bound "China hand." The burden of writing becomes intolerable when the chances are ten to one that your views will be stale. Even shorter odds would be a strong inducement to write only on affairs "down South." Moreover, we have some delicacy in appearing to touch upon the "spheres of influence" of the northern Branches, who no doubt keep the London Committee well supplied with news and views obtained on the spot. Tientsin is advantageously situated for observing the cross currents which make "chow-chow" water on the surface of Chinese politics; and Shanghai, as the financial and commercial centre of China, is obviously the place from which to remark tendencies affecting the course of the main stream of her foreign trade. Yes, you may say, that is all very well, but how about many matters that affect British interests in China "all over" and which could have been commented upon from here with just as much (or as little) effect as from anywhere else? What about the opium question, for instance? Was not the Shanghai Commission one of the important events of the year? Anyone might have thought so from the preliminary stir that it made. But what has been the practical result? Had not England, decided upon her present policy long before the Commission met? Has any other Government actually done anything since, and in consequence of, that make-believe inquiry? Nothing was said about it in the report because the result did not seem worth mentioning. As regards the opium question itself the crux remains. The crux of the question is Szechuan. If the poppy were eradicated in every other province, would that matter very much if Szechuan were free to "grow it? Evidence from there is conflicting. You have read diplomatic and consular reports. Side-lights are sometimes interesting. In May last a trained observer—a botanist who had been for three years moving about in the province collecting specimens—told me that, judging by what he saw last winter, poppy cultivation had, if anything, increased. It is said to have increased also in Szechuan, though we hear more about its eradication in Shanai and in Yunnan. In *The Times* of the 1st January, the Peking correspondent states that there has been a noteworthy increase of prosperity in these two Provinces, the inference being that the eradication of poppy cultivation enriches the cultivators. Of course if that is so, the solution of the whole question is easy. We shall see. The Indian Government should employ someone like my botanist friend to check information received from other sources. (Hear, hear.) In connection with a minor detail of the opium question we invited the London Committee to assist in ascertaining on behalf of this Colony the meaning of the term "substantial contribution." Mention of that might have been made in the report, but we are still awaiting information upon the point. Turning to a more cheerful topic, why is there no reference in the report to the Hongkong University? Was nothing said about that from here? Nothing. His Excellency the Governor dealt with the President of the Association direct. The resulting appeal for subscriptions fell rather flat. The Association cannot claim any share in the kudos attaching to the successful initiation of the scheme. Most of us, we imagine, were a little lukewarm because we couldn't see how the requisite funds were to be raised. We did not make enough allowance for the tenacity of purpose which some few years ago forced Mr. Gladstone to annex Uganda. And we reckoned in ignorance of the large and munificent ideas stirring in the capacious mind of Mr. J. H. Scott. Now we can at least congratulate Sir Frederick Lugard and express also our admiration for the spirit which has animated the Chinese in responding to this splendid lead given by Mr. Mody and our esteemed President. After dwelling at such length on damage done to British prestige, it is pleasant to refer to something that has increased it at least "down South." I think there can be little doubt that the University propaganda has created good feeling in Canton and South China generally towards Hongkong. You will have noticed that in England they are already proposing to raise funds to establish yet another University at Hankow. Presumably, this project has arisen, Phoenix-like, out of the ashes of Lord William Cecil's Chingtu scheme. It always struck me that Chingtu was rather far away. That struck me when I went there once. However, we have as yet no details. You will have noticed a short paragraph in our report about Trade Marks. I have a word to add. Members should know that the credit for whatever advice was given to the Colonial Government in the name of the Association belongs entirely to our Honorary Secretary, Mr. Cousland, (applause) who supplied the leading ideas not only to this Committee but I think the Sub-Committee of the Chamber of Commerce appointed to report upon the proposed legislation are also much indebted to him. (Applause.) The subject of Trade Marks suggests a final word on the commercial aspect of the period under consideration. If China's internal political affairs have been precarious from the pro-Chinese point of view, and if her external political affairs have been unsatisfactory from the pro-British point of view, her economic position seems to have been steadily improving. The evidence of the Customs returns epitomised in *The Times* of January the 2nd would appear to indicate this plainly. There seems no reason to doubt, indeed, there is every reason to believe, that there has been an all-round increase in the inland trade, and in the material prosperity of the people generally. We know that exports have been increasing by leaps and bounds. Manchurian beans have attained a notoriety second only to Straits Rubber. The cry is all for tonnage home-wards. Mark that tonnage home-wards is scarce because of the difficulty of filling up in Europe with cargo for China. When England kicked open China's door, the idea was that she would be a splendid customer. The whole of Europe thought so, too, and hurried to get in. Seventy years is a short time to work so great a change in is indicated by these

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To-day's Advertisement.

CHINESE NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 80, the EXCHANGE BANK will be CLOSED for the transaction of Public Business on THURSDAY and FRIDAY, 10th and 11th instant.
Hongkong, 7th February, 1910. [168]

facts. And so the situation, as I see it, is this—political unrest and commercial prosperity. May it not be that the former is largely due to the latter? Had times engendered piracy and petty disturbances, as the last paragraph in the report suggests, but big political movements, due to the rise in the position and influence of the commercial and middle class, reflect national well-being. It is prosperity that makes men ambitious for rights and privileges. As the new middle class in China attain greater wealth, so will the powers of the old type of Mandarin decline. I don't think the prospect need dismay us. I now move the adoption of the report and accounts. (Applause.)

Mr. Hough, in seconding, said that he had gone very carefully through the report and what had not been touched upon there the Chairman had gone into very lucidly. There was one subject, however, he wished to refer to and that was the *Fai-shan* affair as a result of which one great firm was made the subject of a boycott by the Chinese. He had no doubt that that firm could look after its own interests, but it was a subject that the Association should have taken up and pursued vigorously, since the next time the Chinese thought fit of instituting a boycott the firm might not be in command of the same sources as on the present occasion. The inaction of the Association, the speaker remarked, might redound upon them later on. Regarding the Kowloon-Canton Railway, he had read Mr. Grove's report very carefully and hoped that the through connection might be established by the time indicated. Mr. Hough concluded by seconding the adoption of the report and accounts. (Applause.)

The Chairman, in reply to the last speaker's remarks, explained that the reason why the Committee had not actively interested themselves in the trouble which arose out of the *Fai-shan* incident was because it was the work of professional agitators, to whom publicity was their stock-in-trade. He thought that they lived upon the money sent from San Francisco, the Straits Settlements and Australia and public discussion would have afforded them the material they desired. That leading idea induced the Committee to maintain silence.

The motion was then put to the meeting and carried unanimously. The following gentlemen were re-elected to the Committee for the ensuing year, on the motion of Mr. W. H. Wickham seconded by Mr. A. Forbes:—The Hon. Mr. W. J. Gresson, Mr. D. R. Law, Mr. H. E. Tomkins, Mr. E. G. Barrett, Mr. J. W. C. Bonnar, Mr. W. G. Humphreys, Mr. N. J. Stabb, Mr. A. S. D. Cousland, hon. secretary, and M. Stewart, chairman.

The Chairman thanked Mr. Wickham for the compliment in re-electing them on the Committee.

The proceedings then ended.

SIR HENRY MAY.

INVESTITURE AT GOVERNMENT HOUSE.

As we go to press, the ceremony of the investiture of the Honourable Sir Henry May with the Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, is taking place at Government House. The insignia of the Order is being presented by His Excellency the Governor, Sir Frederick Lugard, with the formality and ceremony befitting the dignity of the high Order. Needless to add, our Colonial Secretary is the recipient of many congratulations from officers in the Service and citizens unconnected with the Government who have been in a position to realise how richly merited is the distinction conferred upon Hongkong's new knight.

Events Coming.

Tuesday, 8th February.

Hongkong, Canton and Macao Steamboat Co., Ltd., at Company's Office, Hotel Manion, noon.
Humphreys Estate and Finance Company, Ltd., Annual Meeting, Alexandra Buildings, noon.

Society Board meeting, 3.45 p.m.
Alice Memorial Hospital, annual meeting, finance committee, 5 p.m.
Theatre Royal, Cathedral Choir Concert, 9.15 p.m.

Thursday, 10th February.

Theatre Royal, Benefit Concert, 9.15 p.m.
Daylight Boxing Contest, at the Bella View Stadium, 2.45 p.m.

Saturday, 12th February.

Hongkong Rope Manufacturing Co., Ltd. Annual Meeting at the Company's Office, St. George's Building, Noon.
Volunteers Smoking Concert, 9 p.m.

Tuesday, 15th February.

Jockey Club Races.

Wednesday, 16th February.

Jockey Club Races.

Thursday, 17th February.

Jockey Club Races.

Saturday, 19th February.

Hongkong and Shanghai Banking Corporation, Half-Yearly Meeting, at the City Hall, Noon.

Jockey Club Races, 5.45 p.m.

Saturday, 26th February.

National Bank of China Limited, Extraordinary General Meeting, 12.30 p.m.
Phoenix Club Smoking Concert, 9 p.m.

To-day's Advertisements.

NOTICE.

TENDERS will be received up to March 10th, 1910, for the OPIUM FARM OF THE FRENCH TERRITORY OF KWONG-CHOWAN for a period of 25 months (March 1910 to December 31st, 1912).
For details, apply to the FRENCH CONSUL-GENERAL, HONGKONG.
Hongkong, 7th February, 1910. [166]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Coke, Scrap Iron or other similar natured goods are to be taken immediate delivery on ship; otherwise they will be landed into the same Company's Godowns at owner's risk and expense.

Optional Goods will be carried on unless instruction are given to the contrary before Noon, To-day.

Goods not cleared by the 14th February will be subject to rent.
No Fire Insurance has been effected.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 5th February, 1910. [15]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th of February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of February, at 9.30 A.M.

All claims must reach us before the 15th of February, 1910, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.
NORDEUTSCHER LLOYD,
MELOERS & CO.,
General Agents.
Hongkong, 7th February, 1910. [7]

SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

FIRST APPEARANCE IN HONGKONG

OF THE

FAMOUS COMEDienne

HAPPY NELLIE MARSHALL.

Miss ADA KING

AND

Miss RUBY CRYSTAL

IN THEIR NEW REPERTOIRE.

EXCELLENT FILMS. ORCHESTRA IN ATTENDANCE, DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES.

First commences: 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.
Hongkong, 29th January, 1910. [18]

STATE EXPRESS CIGARETTES.

ARDATH TOBACCO COMPANY,

LONDON.

Winfred in Tins of 50	...	...	...	\$0.50
" " Packets of 20	...	...	...	0.20
Chief Whip in Tins of 50	...	...	...	0.50
Splendo in Tins of 50	...	...	...	1.50
" " " 100	...	...	...	3.00
" " " 20	...	...	...	0.05
No. 555 in Tins of 50	...	...	...	0.80
No. 999 " "	...	...	...	1.20
Turkish Leaf No. 1 in Tins of 50	...	...	...	1.50
" " " 100	...	...	...	3.00
Quo Vadis in Tins of 100	...	...	...	8.00
Winfred Navy Out Tobacco in 1lb Tins	...	...	...	0.40

These delicious high-class Cigarettes are recognized as the standard of perfection in quality and mode of hygienic manufacture.

H. PRICE & CO., LD.

WINE MERCHANTS,

Telephone 135.
Astor, 29th January, 1910. [14]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 7 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.
From St. John, N.B.

From Hongkong.	From St. John, N.B.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 15TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 20TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 12TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 20TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	
"MONTEAGLE" TUESDAY, MAY 24TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 30 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

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HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). 2nd Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). 3rd Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
L. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blaka Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"KWONGSANG"	TUESDAY, 8th Feb, Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	FRIDAY, 11th Feb, Noon.
MANILA	"YUENSANG"	SATURDAY, 12th Feb, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOSANG"	WEDNESDAY, 16th Feb, Noon.
SANDAKAN	"MAUSANG"	FRIDAY, 18th Feb, Noon.
MANILA	"LOONGSANG"	FRIDAY, 18th Feb, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	TUESDAY, 22nd Feb, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kuikang*, *Namsang* and *Yuensang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

Steamers have superior accommodation for First-class passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Qingdao, Tientsin & Newchwang.
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For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,
Telephone No. 215
Hongkong, 5th February, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAKING"	8th Feb, 3 P.M.
SAIGON	"WUHU"	8th Feb, 4 P.M.
SAIGON	"KALGAN"	9th Feb, Noon.
SHANGHAI	"CHINHUA"	9th Feb, 4 P.M.
CEBU & ILOILO	"SUNGKIANG"	10th Feb, Daylight.
MANILA	"TRAN"	15th Feb, 3 P.M.
SHANGHAI	"CHENAN"	17th Feb, 4 P.M.
SHANGHAI	"LINAN"	20th Feb, Daylight.
SHANGHAI	"ANHU"	24th Feb, Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	14th Mar, 4 P.M.

S.S. *Tan* will sail hence for Manila on 1st February and S.S. *Taming* sails from Manila on 15th idem for Hongkong. Special reduced return fare of \$50.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

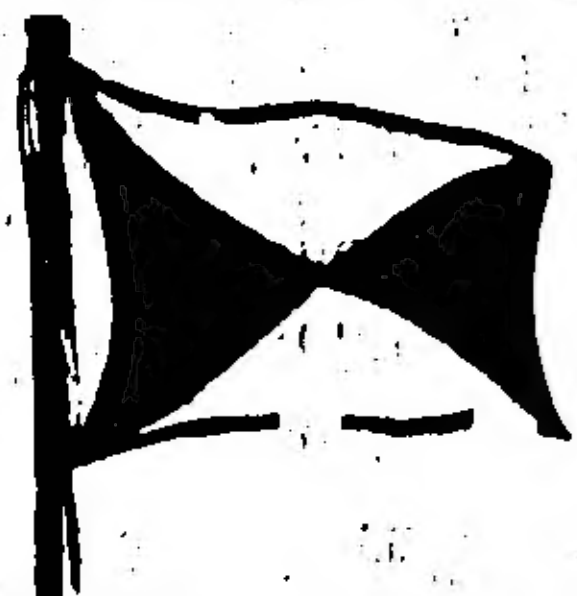
SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Lianan*, *Chinshui*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

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Hongkong, 7th February, 1910.



HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
LAIRIQ	3540	R. Rodger	MANILA	MONDAY, 14th Feb, 11 P.M.
ROBI	3540	A. Fraser	"	SATURDAY, 19th Feb, at Noon.

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Hongkong, 5th February, 1910.

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THE Steamer

"CARMARTHENSIRE"

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about 1st of March.

FARE TO LONDON £35

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

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Agents.

Hongkong, 31st January, 1910.



OSAKA SHOSEN KAISHA.

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(Subject to Alteration.)

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Connecting at TACOMA with

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AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU"	6,178	WEDNESDAY, 23rd Feb, at Noon.
Do	"TACOMA MARU"		WEDNESDAY, 23rd March, at Noon.
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"FITZPATRICK"		FRIDAY, 4th March, at Noon.
	Capt. R. E. Hutchinson		

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU"	SUNDAY, 13th Feb, at 10 A.M.
	Capt. H. Murayama	
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 16th Feb, at 10 A.M.
	Captain T. Sugl	
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU"	THURSDAY, 17th Feb, at Daylight.
	Captain Y. Fushino	

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th February, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP. Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"MISHIMA MARU", Capt. A. E. Moss, Tons 9000 "KAGA MARU", Capt. M. Hagiwara, Tons 7000 "ATSUTA MARU", Capt. Wm. Thompson, Tons 9000	WEDNESDAY, 16th Feb, at Daylight. WEDNESDAY, 2nd Mar, at Daylight. WEDNESDAY, 16th Mar, at Daylight.

VICTORIA, B.C., & SEATTLE ("Iyo Maru" leaving Hongkong 3rd March due Yokohama 15th March, connects) ...	"TAMBA MARU", Capt. K. Sato, Tons 6500	WEDNESDAY, 16th March From YOKOHAMA.
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VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"AWA MARU", Capt. S. Ishikawa, Tons 7000	TUESDAY, 20th March, at Noon.
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SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"MIKO MARU", Capt. M. Yagi, Tons 6000 "KUNANO MARU", Capt. M. Winckler, Tons 6000	THURSDAY, 17th Feb, at Noon. FRIDAY, 18th March, at Noon.
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NAGASAKI, KOBE and YOKOHAMA	"KUNANO MARU", Capt. M. Winckler, Tons 6000	WEDNESDAY, 16th Feb, at Noon.
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KOBE and YOKOHAMA	"MEYAZAKI MARU", Capt. T. Mura, Tons 9200	THURSDAY, 17th Feb, at Noon.
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SHANGHAI, MOJI AND KOBE	"BINGO MARU", Capt. G. C. Hurry, Tons 6500	TUESDAY, 8th February.
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BOMBAY, Via SINGAPORE AND COLOMBO	"CEYLON MARU", Capt. Fred Fyne, Tons 6000	WEDNESDAY, 9th Feb, at 5 P.M.
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Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUBUMOTO,
Manager.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR."

Captain G. F. Hudson, will be despatched for the above Ports TO-MORROW, the 8th February, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 7th February, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain Hood, will be despatched as above TO-MORROW, the 8th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 7th February, 1910.

HONGKONG—BOSTON AND NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

S.S. "MUNCASTER CASTLE" ... 15th Feb.

For Freight and further information, apply to—

SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 18th January, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA

Steamer	Tons	Captain	Sailing Date
October	4,657	F. W. Davies	18th Feb.
Kumero	6,232	J. Mathie	10th March
Americ	4,393	J. Boyd	7th April
Svevic			14th May
Oceanic	4,657	F. W. Davies	2nd June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 17th January, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSIRE."

Captain W. Gregory, will be despatched as above about 21st February.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 17th January, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via Ports and Suez Canal.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN" ... On or about 28th Feb.

For Freight and further information, apply to—

DODWELL & CO., LIMITED,
Agents.
Hongkong, 2nd February, 1910.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE."

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 12th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's R.R. *Perla*, 7,951 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and India, for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 1st April, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT,
Superintendent.

Hongkong, 5th February, 1910.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA."

Captain Belsito, will be despatched as above on MONDAY, the 14th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,
Agents.
Hongkong, 5th February, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSIRE."

Captain R. L. Daniel, R.N.R., will be despatched as above about 1st March.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 31st January, 1910.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TONG" ... Capt. B. W. Walker,
"KWONG SAI" ... Capt. E. S. Crowe.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 4.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$34.
Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY). (ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"P. A. LAPOQUE."

For further particulars apply to P. A. LAPOQUE & CO.,
Agents at Hongkong,
No. 4 Queen's Building,
Telephone 930.

Hongkong, 26th January, 1910.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOKIM & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF LAST YEAR'S DIV.	CLOSING QUOTATIONS.	
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$145	\$135	\$1,500,000 \$1,510,000 \$250,000	\$1,001,810 Interim of £2 for account 1909 @ ex 1/9 =\$2.72	4 %	\$995 sellers London £92	
National Bank of China, Limited	99,925	7	£6	\$4,000 \$10,000	\$10,552 \$1 (London 3/6) for 1903	...	\$73 buyers	
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,546,351 \$100,000 \$118,000 Tls. 22,500 Tls. 225,213 Tls. 146,386 \$1,000,000 \$100,000 \$105,249 \$662,000	none \$10 for 1908	7 %	\$145 buyers	
North China Insurance Company, Limited	10,000	15	£5	Tls. 22,500 Tls. 225,213 Tls. 146,386 \$1,000,000 \$100,000 \$105,249 \$662,000	Tls. 207,573 Final of 7/6 making 15/- for 1908	...	Tls. 113 buyers	
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$100,000 \$105,249 \$662,000	\$1,454,901 Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	34 %	\$910	
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$204,407 \$100,000 \$1,000,000 \$138,608 \$138,801	\$707,617 \$12 and bonus \$3 for 1907	7 %	\$230 buyers	
FIRE.								
China Fire Insurance Company	70,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000 \$138,608 \$138,801	\$375,341 \$5 and bonus \$2 for 1907	7 %	\$118 sellers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,431,171	\$168,711 \$27 for 1907	7 1/2 %	\$365 sellers	
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$15	\$15	\$7,000 \$230,000 \$100,000 \$350,000 \$100,000 \$100,000 \$1,000,000	\$1,015 \$1 for 1906	...	\$8 sellers	
Donghai Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	NIL 24 for year ending 30.6.1908	...	\$32 sellers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$11,170 Interim of \$2 1/2 for account 1909	7 1/2 %	\$311 sellers	
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	£13,755 6/- for 1907 on Preference shares only @ ex 1/9 11/16=\$3.154	...	\$63 buyers	
Do. Do. (Deferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	£13,755 Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	68 1/2 buyers	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	£61,817 \$1.00 (or year ending 10.4.1909)	4 %	\$20	
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$500,000 \$500,000 \$500,000 \$500,000 \$500,000 \$500,000 \$500,000	\$1,121 \$1.50	3 1/2 %	\$141	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$50,848	Dr. \$5,858 \$5 for year ending 31.12.08	3 1/2 %	\$118 sellers	
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$155,801 \$5 for 1897	...	\$22 sales	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 200,000	Tls. 10 for year ending 31.12.09	...	Tls. 430 buyers	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	£1,415 Final of 1/6 making 3/- for 1909	7 %	Tls. 17 Pa. 104 buyers	
Headwaters Mining Company	60,000	£10	£10	none	none	...	\$51 buyers	
Raub Australian Gold Mining Company, Limited	150,000	1	18/10	£4 1/2	Dr. £1,101 No. 12 of 1/-=8 cents	...	\$10	
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$7,421 \$1.75 for year ending 31.12.06	...	\$10	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$10,108 None	...	\$61 sellers	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	Tls. 1,000,000	\$145,162 Interim of \$1 1/2 for account 1909	...	\$51 buyers	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 00	Tls. 100	Tls. 697,357 Tls. 104,200	Tls. 6,261 Interim of Tls. 2 1/2 for 1908	6 1/2 %	Tls. 82 buyers	
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 1	Tls. 100	Tls. 215,000	Tls. 21,818 Final of Tls. 6 making Tls. 20 for 1908	7 %	Tls. 125	
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 35,000 Tls. 35,000 Tls. 35,000 Tls. 35,000 Tls. 35,000 Tls. 35,000 Tls. 35,000	Tls. 4,134 Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 106 sales \$10 buyers	
Central Stores, Limited	50,123	\$15	\$50	\$648,970 \$648,970 \$648,970 \$648,970 \$648,970 \$648,970 \$648,970	\$10,272 Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$35 new buyers \$99 sellers	
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$14,018	\$10,272 Interim of 3/- for account 1909	6 1/2 %	\$71 buyers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$10	\$221,171 \$221,171 \$221,171 \$221,171 \$221,171 \$221,171 \$221,171	\$26,475 60 cents for 1908	7 1/2 %	\$71 buyers	
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$41,161	\$5,486 \$1 1/2 for 1908	5 %	\$29 buyers	
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$278	...	\$10	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,531,045 Tls. 1,531,045 Tls. 1,531,045 Tls. 1,531,045 Tls. 1,531,045 Tls. 1,531,045 Tls. 1,531,045	Tls. 142,404 Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 117 1/2 \$41 ex div.	
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968 Interim of \$2 for account 1909	...	Tls. 131 sellers \$6 sellers	
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 10,000 Tls. 10,000 Tls. 10,000 Tls. 10,000 Tls. 10,000 Tls. 10,000 Tls. 10,000	Tls. 10,091 Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 131 sellers \$6 sellers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$20,000	\$9,551 50 cents for year ending 31.7.08	...	Tls. 63 Tls. 82 Tls. 400	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372 Tls. 7 1/2 for year ending 30.9.06	...	Tls. 63 Tls. 82 Tls. 400	
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 4,829 Tls. 4 for 1908	...	Tls. 63 Tls. 82 Tls. 400	
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 11,171	Tls. 15,911 Tls. 50 for 1906	...	Tls. 63 Tls. 82 Tls. 400	
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500 \$1,500 \$1,500 \$1,500 \$1,500 \$1,500	£648 15 % per share for 1908	...	\$10 \$114 sellers	
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000	Nil \$1.20 for 1908	10 %	\$61 buyers	
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138 50 cents for year ended 28.2.06	8 1/2 %	\$61 buyers	
China Light and Power Company, Limited (Special shares)	50,000	\$1	\$1	none	\$1,407 80 cents for 1908	8 1/2 %	\$61 buyers	
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	\$1,890 \$1.20 for year ending 31.7.09	8 1/2 %	\$101 buyers	
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$3,756 Interim of 35 cents for account 1909	10 %	\$71 sales	
Green Island Cement Company, Limited	400,000	\$10	\$10	\$5,000	\$970 8 cents for year ending 31.12.08	8 %	\$10 buyers	
H. Price & Company, Limited	12,000	\$10	\$10	none	\$5,195 \$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$10 buyers	
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,295 Interim of \$2 for account 1909	10 %	\$175 sellers	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$250,000	\$2,900 Interim of \$1 for account 1909	8 1/2 %	\$121 sellers	
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$20,000	...	...	Tls. 1,020 sales
Maatschappij tot Rijp- en Landbouw- pluiktuin te Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 61,024	Tls. 316,682 80 cents on fully paid shares and 60 cents on 1/2 paid shares for year ending 30.4.09	6 %	\$13 sellers	
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$1,204 \$1 paid shares for year ending 30.4.09	3 %	\$10 buyers	
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640 None	...	\$10 buyers	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 73,000	Tls. 5,250 Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 152 buyers	
South China Morning Post, Limited	6,000	\$15	\$15	none	Dr. \$56,602 None	...	\$221 sellers	
Steam Laundry Company, Limited	20,000	\$15	\$5	none	\$63 40 cents for year ending 31.5.09	7 %	\$41	
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172 60 cents for year ending 31.12.05	5 %	\$10 sellers	
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$4,000	\$342 60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$121 buyers	
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$300,000 \$300,000 \$300,000 \$300,000 \$300,000 \$300,000	\$2,613 Final of 30 cents for 1908	6 1/2 %	\$7 sellers	
William Powell, Limited	15,000	\$7	\$7	none	\$782 Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3 sellers	
RUBBERS.								
Allagar Rubber Estates	750,000	3/4	3/4	none	none	...	5/6 21/6	
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	Interim of 12 1/2 % for account 1909	...	5/6 21/6
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$1,400	\$11,05 4 1/2 % interim for 1909	...	\$95 \$95	
Castlefield Rubber Estate, Limited	32,050	£1	£1	none	none	40 for 1909	...	\$95 \$95
Danaraja (Selangor) Rubber Co.	110,000	£1	£1	none	£2,220 None	...	\$95 \$95	
Golconda Malay Rubber Co.	80,000	£1	£1	none	none	...	\$95 \$95	
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	£1	£1	none	none	7 1/2 % and interim for 1909	...	\$95 \$95
Do. do. (contributory)	123,454	£1	£1	none	none	None	...	\$95 \$95
Kamuning (Perak) Rubber Co. & Co.	950,000	2/-	2/-	none	none	None	...	\$95 \$95
do. do. A Shares	105,000	£1	£1	none	none	None	...	\$95 \$95
do. do. B Shares	105,000	£1	£1	none	none	None	...	\$95 \$95
Kuala Lumpur Rubber Co., Limited	180,000	2/-	2/-	none	1,800 30 % for year ending 31.6.08	...	\$95 \$95	
Longi Plantations, Limited (ordinary)	900,000	£1	£1	none	none	Interim of 40 % for account 1909	...	\$95 \$95
Do. do. (7 1/2 % pref.)	10,000	£1	£1	£4,000	none	None	...	\$95 \$95
Ledbury Rubber Estates, Limited	6,000	£1	£1	none	none	None	...	\$95 \$95
do. do. (contributory)	40,000	£1	£1	none	none	None	...	\$95 \$95
Sagga Rubber Company, Limited	30,000	£1	£1	\$30,000	\$1,275 Interim of 60 % for 1909	...	\$95 \$95	
Sandycroft Rubber Company	50,000	£1	£1	none	none	None	...	\$95 \$95
Sekong Rubber Company, Limited	80,000	£1	£1	none	none	1 % for 1908	...	\$95 \$95
Shallford Rubber Estate, Limited	65,000	£1	£1	none	£830 None	...	\$95 \$95	
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	...	\$95 \$95
Sungei Chok Rubber Estate Company, Limited	45,000	£1	£1	none	none	7 1/2 % interim for 1909	...	\$95 \$95
Sungei Kapor Rubber Company	110,000	£1	£1	none	£3,448 None	...	\$95 \$95	

Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1881. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

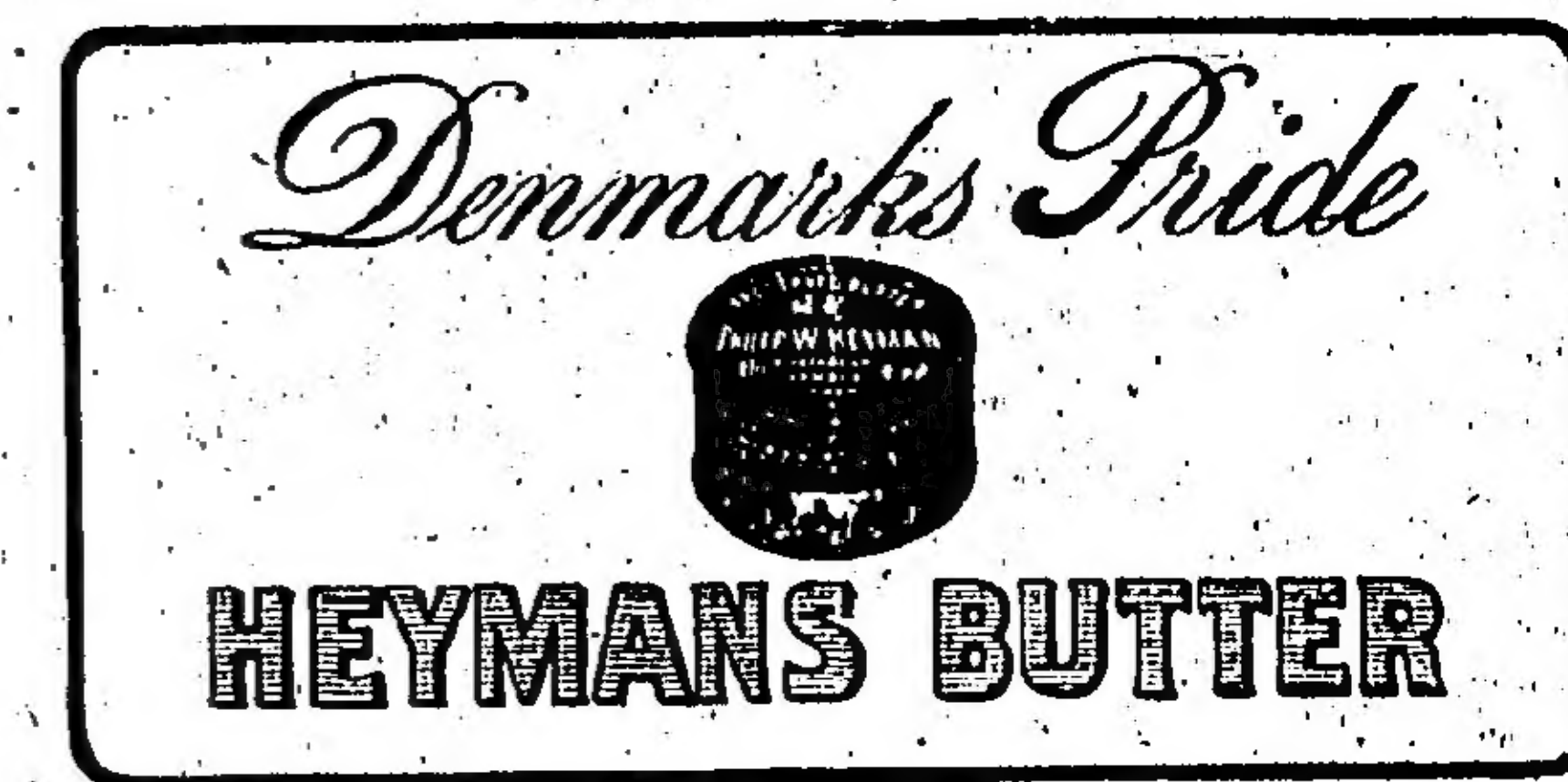
High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Pericos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO., AGENTS.



SIEMSEN & CO., Sole Agents.

REMINGTON TYPEWRITERS WITH ALL REQUISITES.

SIEMSEN & CO.,

Hongkong, 1st August, 1900.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 11th August, 1908.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

REGRET MOTOR BOATS

You will NEVER if you

VISIT

MOHIDEEN &

THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

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